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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Black Sea)

REPORT

SUBJECT Observations of Vessels and Installations in Novorossiysk

NO. PAGES

1

REFERENCES

50X1-HUM

DATE OF INFO.

PLACE & DATE ACQ

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naval vessels and installations

in Novorossiysk

Att. No. Subject

1.

two possible RIGA-class escort vessels; port controls; and construction of an aqueduct for the city's water supply system. Also included is an annotated sketch of the city.

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2.

merchant vessel sightings; harbor installations; and annotated sketches of the harbor area.

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3.

small floating crane and two small submarines.

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4.

harbor facilities and installations; merchant vessel sightings; and navigational controls and problems.

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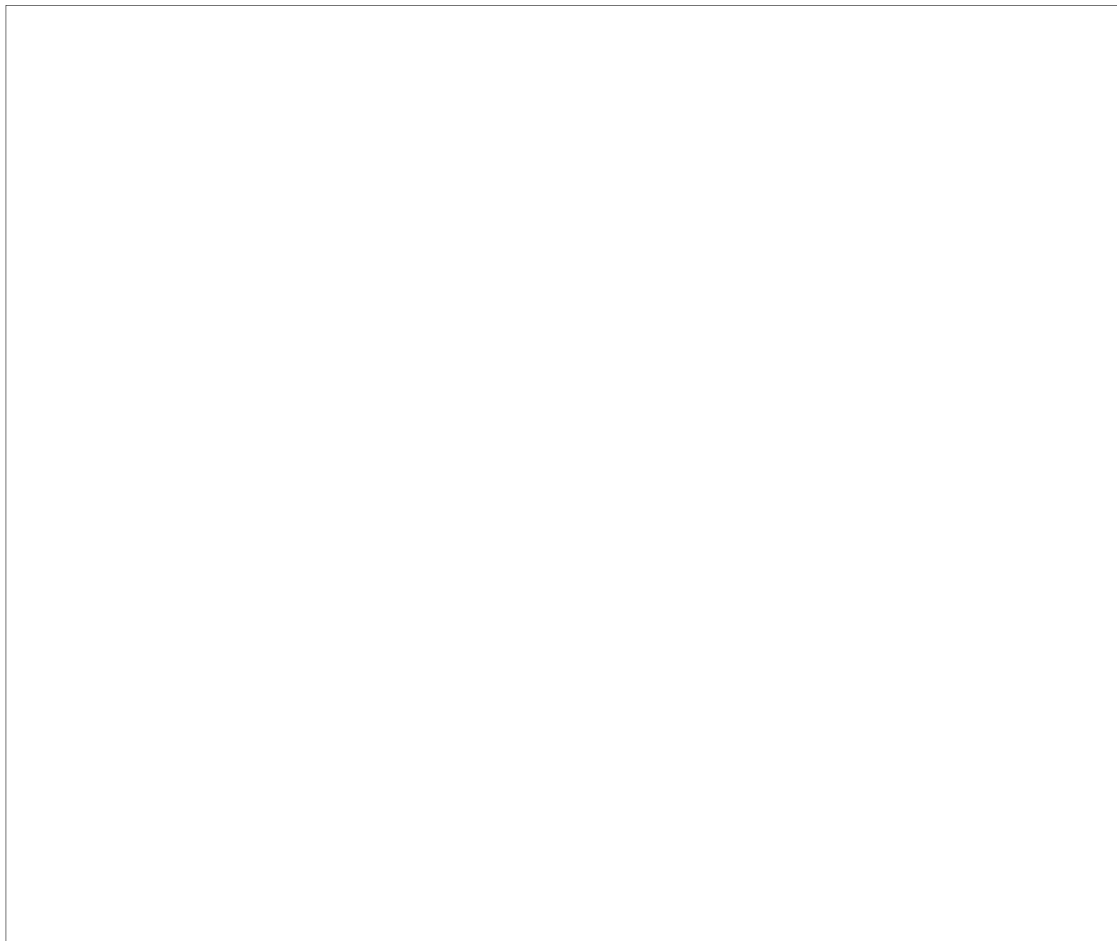
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INFORMATION ON THE USSR: PORT OF NOVOROSIYSK

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The port of NOVOROSIYSK is equipped for the repair of small ships. It has no exhaust fans for tankers, although these are rigorously prescribed for work inside the tanks.

There is a single crane running on tracks along the quay. The floating dock can hold ships up to 120 meters long.

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the shipyard employed 500 men and women, in two shifts, from 0700 to 1500 hours and from 1500 to 2300 hours.

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[REDACTED] the shipyard had two

or three dry cargo vessels under repair and a German tanker in the dock with engine trouble. After the German tanker left, the dock was occupied by two small Soviet tankers.

A former German ship was filled with sand and sunk with its stern toward the head of the fuel oil loading pier, thus increasing the pier's capacity. The first of the tankers to come alongside moored at this sunken ship.

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From the Bay of NOVOROSIYSK to a distance of about 16 miles west, the coast has an average height of 20 to 30 meters. During the first 5 or 6 miles of this stretch, the altitude [of the coast] increases gradually; beyond this it increases more rapidly. In this latter part, there are small inlets, such as that of OZVARSK (?) [unidentified], where ships can find refuge when a strong northeast wind is blowing and they cannot anchor in the NOVOROSIYSK roadstead.

For 10 to 15 miles west of NOVOROSIYSK, the vegetation is rather dense and sometimes comes right down to the shoreline.

In some stretches, the water is deep right up to the coast, which rises perpendicularly, while in others there is, at most, 18 feet of water at a distance of 80 meters from the shore. The bottom is generally rocky and the beach about 10 meters wide at most, rocky, and ending abruptly in cliffs.

The coast is kept under watch by motor patrol boats, which stay about a half a mile offshore, and by military patrols equipped with dogs on the beaches and on the edge of the cliffs which drop steeply off into the sea.

To enter the Bay of NOVOROSIYSK, the ships coming from the west have to pass 100 to 200 meters from a buoy marking a sandbank which extends for about 300 meters. The leading light located almost at the outskirts of the built-up part of the city can be recognized in the daytime by its trapezoidal

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[redacted]

shape and because it is painted white. Ships coming from the east follow another leading light and can pass between the coast on the right side of the bay and the sandbank.

During the night, the bay is under the scrutiny of motor patrol boats which move about ^{with} the lights out. Searchlights stationed some distance apart along the entire perimeter of the bay sweep the waters at irregular intervals.

The shipyard is not equipped to make major repairs. There is a single floating dock limited to ships up to 120 meters. In addition to a crane on land, there is a floating crane of limited capacity.

Both women and men are employed in heavy and light work. [redacted]

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[redacted] all men working in the shipyard were over 30 and that some of them were even quite old. Members of the police force, on the other hand, were generally young.

In the naval area of the port there were two small slips, to the left of the petroleum loading pier. [redacted] these slips 50X1-HUM were occupied by two motor patrol boats apparently having their bottoms cleaned.

The main road from the city toward Point DOOB is readily visible because it is cut out of the rock.

There was a good deal of tanker traffic in the port but dry cargo ship traffic was quite light.

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NAVY VESSELS

Naval vessels in the port

Four motor tankers flying the Soviet flag (No 1 on the sketch); they were used for transporting water. On the bow of the tanker

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[redacted] there was a sentry, armed with a submachine gun, who constantly kept an eye on the freighter from the sea side.

Six Soviet PTB's (at No 2 on sketch). Some of these put out to sea toward 0800 hours and returned toward dusk.

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Merchant vessels in the port

[redacted]

Four steel motor trawlers at No 4 on sketch.

A large Soviet tanker of about 40,000 tons; a new vessel taking on petroleum (at No 5 on sketch).

Large, old, decommissioned tanker, firmly moored to the fuel oil pier (at No 6 on sketch).

There was continuous traffic of Soviet tankers to the fuel oil pier, marked red on the sketch; other tankers waited their turn in the roadstead.

Harbor installations

Masonry structure used as a refrigeration plant for fish at rectangle marked A on the sketch.

Grain elevators, at rectangle marked B.

Small floating dock occupied by a Soviet naval tug, perhaps having work done on the hull below the water line, at No 7 on sketch.

Large floating dock with a capacity of 13,000-15,000 tons, occupied by a Soviet freighter of 7,000-8,000 tons under repair, at No 8 on sketch.

Wooden pier about 50-60 meters long, reserved for small Soviet naval craft, colored green on the sketch.

Fuel oil pier, colored red on the sketch.

Pier for coal or concrete, colored blue on the sketch.

A 3-ton crane, portal type, still not in use, indicated by a small black triangle on the sketch.

An automotive crane is used for working vessels to replace the 3-ton crane.

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The quay section marked in black lines on the sketch is being banked up with fill dirt.

The dockworkers loaded freighter's cargo of lumber by working from 0600 to 0100 hours continuously in three shifts of 15 men each. Women were employed as checkers.

NOVOROSSIYSK

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(The numbers in parentheses correspond to those on the sketch).

The petroleum pier (1)

The hull of an old ship with the superstructure removed was moored to this pier. It was reduced to a landing platform and served as an extension of the oil pier so that four tankers could moor there at once. This hull was equipped with four 16-inch outlets, two on each side.

Loading operations were interrupted several times. This was explained by the fact that the tanks, about 2 or 3 kilometers from the port area, remain empty, until the oil is brought up there in railroad tank cars each time [that a ship is to be loaded] and then pumped from the tanks into the bunkers of the freighter being loaded.

The freighter took on 15,500 tons of crude oil, the first time in 60 hours and the second time (the voyage of this report) in 40 hours.

The grain pier (2)

At the head of this pier there is always moored a tugboat, or at least a naval vessel definitely employed in keeping a watch on the port area.

The lookout station is still at the head of the pier (a sentry box placed on the conduit containing the conveyor belt for grain loading).

Reclaimed area (3)

Approximately as indicated on the sketch. At low tide, it is clearly delineated. A continuous dumping of fill material by trucks was observed.

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Four or five marker buoys (4).

Large steel floating dock (5).

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Shipbuilding yard; one portal crane was observed (6).

Mooring area for fishing craft (7).

Mooring area for naval craft (8).

Steel floating dock for vessels up to 2,000 tons (9).

Lookout station (10).

Freighters in the port

Yugoslav freighter Alan;

Yugoslav freighter from ZADAR SREZ.

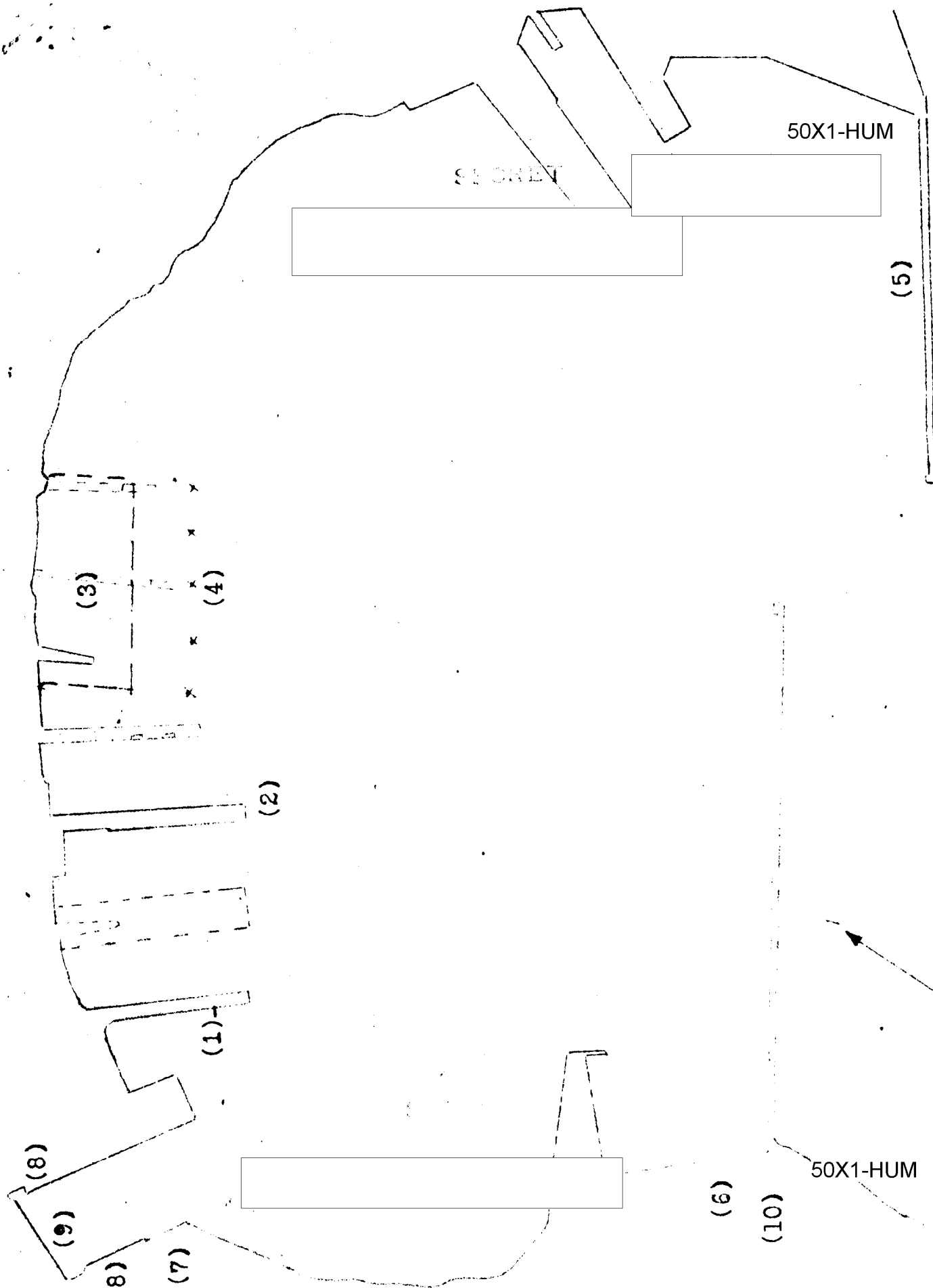
Port controls were normal. Nothing was sealed. The rooms and quarters were superficially inspected. The master's quarters were not inspected.

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a barge with a diver and a

small floating crane about 400 meters from the head of the loading pier, working on the bottom with a steel cable. From time to time scrap iron was brought up, probably from some shipwreck.

In the naval area were, among a number of motor patrol vessels, two small submarines estimated at less than 500-ton displacement. One of these vessels, or both in turn, left port every night, perhaps to engage in maneuvers or train ~~new~~ personnel.

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REPORTS CONCERNING VISITS TO SOVIET PORTS att. 1NOVOROSIYSKNaval Vessels Encountered

[redacted] about 5 miles at

230° from Cape Chersonese [redacted] 50X1-HUM

[redacted] a destroyer, followed

at a short distance by a submarine. The two vessels were headed north.

No details.

[redacted] about 5 miles 50X1-HUM

south of Cape Sarych [redacted] a submarine about

2.5 miles towards the shore. It headed toward Cape Sarych, and at one instance, the ship and the shore station exchanged Morse signals with light flashes.

The two submarines observed were merely judged "very large", without any other special information.

Port of Novorossiysk [redacted] 50X1-HUM1. Miscellaneous Information

The merchant ships waiting in the roadstead were 3 or 4 Soviet tankers [redacted] 50X1-HUM

The floating dock was occupied by a Soviet oil tanker.

Freight on the pier: many bales of cotton and bundles containing wood flooring from the Far East.

2. Military Vessels

[redacted] two naval vessels 50X1-HUM

(sister ships) left the port of Novorossiysk.

Brief description: very raked and high bow, continuous deck, relatively low hull, thick mast, and large funnel raked toward the stern;

[redacted] 50X1-HUM

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the two vessels

were escort-type ships of the Riga class.

Novorossiysk

[Numbers between parentheses refer to attached sketch]

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Naval vessels and military zone

- (2) Military piers.
- (3) Four or five tugboats.
- (4) Ten coast guard vessels, all armed with a gun located foreward of the wheelhouse; these guns were covered at the time of observation.
- (5) A suction dredge.
- (6) Guard posts; Navy personnel are on duty there; entrance to military zone.
- (7) Military pier: masonry apron having a length of about 30 meters.
- (8) Landing stage: about 60 meters long; usual mooring for two torpedo boats.
- (9) Metal floating dock, about 60 meters long.

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Miscellaneous information concerning the port zone

- (10) Old bridge: closed to traffic for resurfacing work.
- (11) New wooden bridge.
- (12) Mooring for 7 or 8 motor fishing boats, all of metal and having radar, direction finding, and radio equipment.
- (13) Fish cannery.
- (14) Mooring zone for merchant vessels loading lumber.
- (15) Fueling pier.
- (16) Soviet tanker of about 25,000-ton capacity, moored by the stern to the head of the pier (15). Used as a fuel depot; in fact, the tankers engaged in ~~the~~ loading and unloading crude oil tie up there.
- (17) Small landing stage.
- (18) Reclaimed zone; a suction dredge at work there, sucking up sand from the adjacent waters and discharging it in the zone under reclamation.
- (19) Piling and retaining boards that encircle the zone (18).
- (20) Buoys.
- (21) Metal floating dock of large capacity.

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Port Situation

Military. Moored in the northwest zone of the port were 4 or 5 50X1-HUM
naval vessels. [REDACTED]

[REDACTED] they might be 2 destroyers and 2 or 3 cor-
vettes, or corvettes near smaller ships. [REDACTED] each ship had a 50X1-HUM
square stern, one funnel, and in general, rather complex rigging, with
radar antenna installations.

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Port of Novorossiysk

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Note: Freighter

remained at Novorossiysk

to load 10,423 metric tons of hard wheat

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Commercial. Commercial traffic was quite light. [REDACTED]

[REDACTED] the port of Novorossiysk was visited by three Soviet tankers, one 50X1-HUM

Soviet freighter [REDACTED] 50X1-HUM

[REDACTED] No commercial activities of any interest were carried out; for the most part, grain and cement were loaded.

The floating dock, moored at the foot of the eastern outer break-water, was occupied by an oil tanker.

Miscellaneous

New Aqueduct. Novorossiysk lacks water reserves, both for individual and industrial consumption; the water is brought to depots by tank trucks. According to statements of local individuals, a large aqueduct (which "comes from very far away") is under construction; thanks to it, the water supply of the city will be permanently assured. 50X1-HUM

Automotive vehicle traffic. [REDACTED]

great movement of trucks which came from the city, reached the hill behind the cement factories, used packed earth tracks to cross over the top of the hill, and continued on the opposite slope. These were very powerful trucks, and only those going up the hill were loaded with material which the agent was unable to identify.

That activity made one believe, however, that beyond the hill considerable work was under way.

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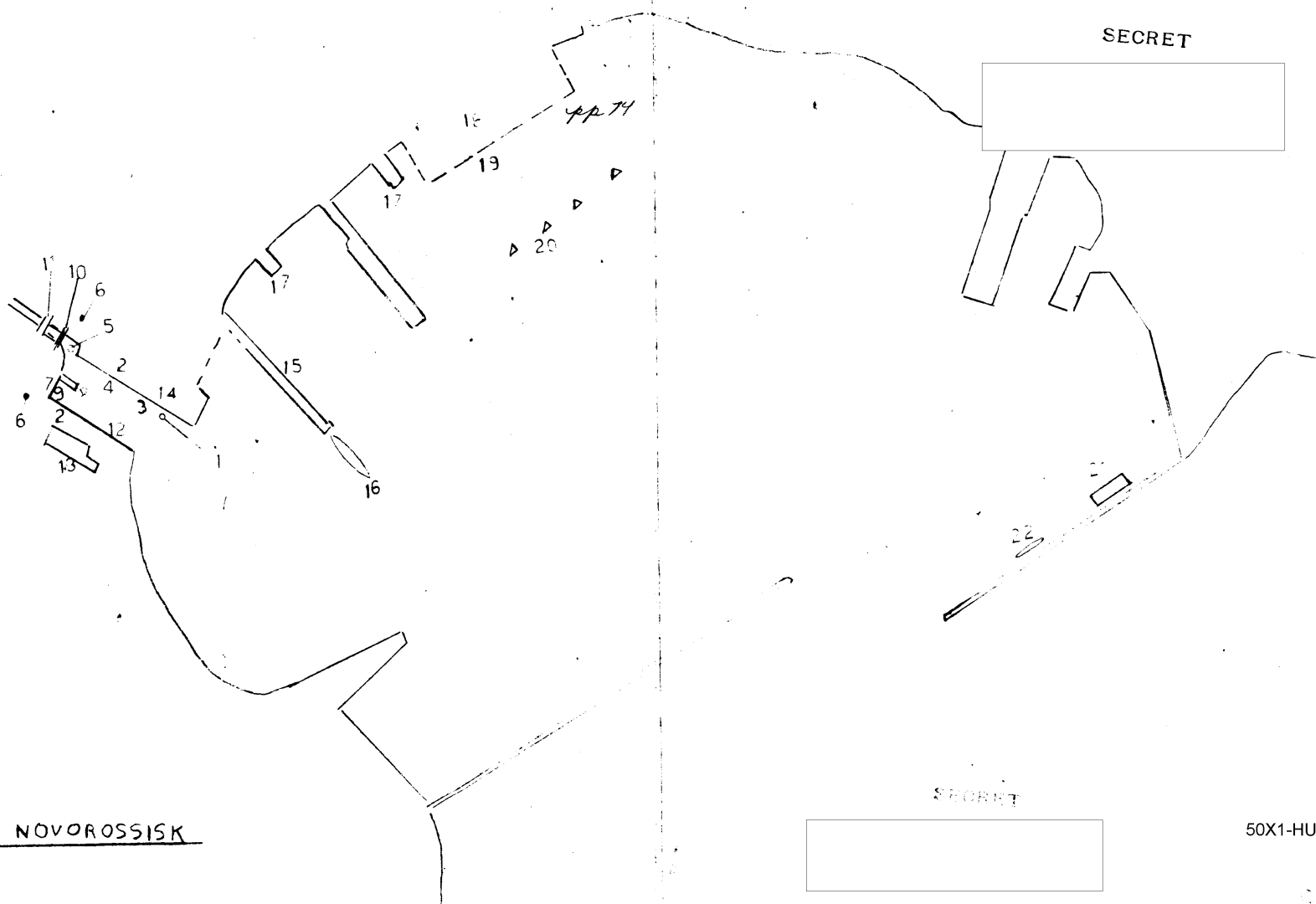
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